



MEDIA RELEASES

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FOR IMMEDIATE RELEASE

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NAVY ANNOUNCES INTENT IN FEDERAL REGISTER

The Navy has published a Notice of Intent (NOI) in the *Federal Register* to prepare an Environmental Impact Statement (EIS) to assess the potential environmental consequences associated with constructing and operating a new Outlying Landing Field (OLF) to support training and operations of East Coast Navy carrier aircraft. These aircraft currently use Naval Auxiliary Landing Field (NALF) Fentress. While NALF Fentress will continue to provide necessary support for field carrier landing practice (FCLP) and other training requirements, this landing field alone cannot fully support the training requirements of aircraft based and transient from Naval Air Station Oceana and Naval Station Norfolk Chambers Field and does not provide optimal landing conditions for FCLP training, especially nighttime FCLP. The addition of a new OLF will ensure that year-round capacity exists to support FCLP training requirements and the operational flexibility needed to respond to emergent national defense requirements, and at the same time optimize FCLP training.

After thorough review of the new information provided by the states of North Carolina and Virginia, and a similarly thorough reassessment of the Navy's operational requirements, the Navy has decided to prepare a new EIS that analyzes five new potential OLF sites. Three of the sites are in Virginia, and two are in North Carolina. The Virginia sites include Cabin Point (formerly known as sites 2A, B and C in the information provided by Virginia officials), Dory (formerly known as site 3A) and Mason (formerly site known as site 3B). The North Carolina sites to be considered are Hale's Lake in Camden and Currituck Counties, and Sandbanks in Gates County. Based on an evaluation of available information, these sites each have operational, environmental, and population characteristics that make them viable site alternatives for further analysis.

Facilities at the OLF would include an 8,000-foot runway, aircraft traffic control tower, and other support buildings. The Navy also proposes to establish Class D airspace around the OLF. Property and property interests for construction of the facilities, airfield safety zones, and projected high-noise zones would need to be acquired; additional property holdings may be necessary and may be acquired through purchase, lease, or acquisition of restrictive use or conservation easements.

The EIS will address the environmental consequences associated with construction of the airfield and associated infrastructure and support facilities, and aircraft operations. In addition, the EIS will assess the socioeconomic consequences associated with the acquisition of property and

property interests for the OLF and any relocation of residences within the proposed airfield site and projected high-noise zones.

These five alternative sites, as well as the no action alternative, will be fully evaluated in a new EIS in compliance with the National Environmental Policy Act before making any further decision on constructing an additional OLF. This analysis is expected to take about 30 months to complete. Throughout this process the Navy will continue to work closely with the Commonwealth of Virginia, the State of North Carolina, and elected representatives. The Navy believes that by working with state and local officials, we can understand their perspective on the issues and seek common ground on ways to mitigate impacts and identify potential benefits.

Public scoping meetings will be conducted in Currituck County, NC (April 28), Prince George County, VA (April 29), Sussex County, VA (April 30), Southampton County, VA (May 1), Gates County, NC (May 2), Camden County, NC (May 5), and Surry County, VA (May 7).

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